

The Hong Kong Daily Press.

No. 9520 號十二百五十九第 日六初月六年四十結光

HONGKONG, SATURDAY, JULY 14TH, 1888.

六月十四

號四十月七英港香

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS:

July 13, PEKIN, British steamer, 2,154, Harris, Shanghai 10th July, Manila and General P. & O. S. N. Co.

July 13, POLYHYNMIA, German steamer, 1,063, Schaufor, Hamburg and Singapore 7th July, General STEENSEN & Co.

July 13, SOOCHEW, British steamer, 327, Rawin, Pakhoi 9th July, and Hollow 11th, General CHINESE.

July 13, KONG YEN, British steamer, 367, E. Jones, Bangkok 3rd July, Tidie and General YUEN FAI HONG.

July 13, KWYUW, Chinese steamer, 936, Graham, Whampoa 13th July, General C. M. S. N. Co.

July 13, KWANG-LEE, Chinese steamer, 1,508, Lowe, Whampoa 13th July, General C. M. S. N. Co.

July 13, MARIE, German str., 704, J. Heilmann, Hamburg 10th July, General A. R. MATTY.

July 13, ONCEST, British steamer, 1,323, Hutchinson, Shanghai 7th and Amoy 13th July, General BUTTERFIELD & SWIRE.

July 13, HAIPHONG, British str., 1,122, Harris, Whampoa 13th July, General DOUGLAS LAPRAK & Co.

July 13, HEVER, German steamer, 368, Dethleffsen, Whampoa 13th July, General SIEMSEN & Co.

July 13, WA TING, Chinese str., 393, Cheung Sing, Tsimshau, Ballast ORDER.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13TH JULY.

WYVERN, British str., for Bangkok.
Frigg, Danish str., for Haiphong.
Förster, British str., for Swatow.
Proteus, British str., for Nagasaki.
Dionys, British str., for Amy.
Eu-yeu, Chinese str., for Swatow.
Kwang-lee, Chinese str., for Shanghai.
Haiphong, British str., for Saigon.
Soochow, British str., for Macao.
Metapora, British str., for Nagasaki.
Fookang, British str., for Shanghai.

DEPARTURES.

JULY 13, VELOCITY, British bark, for Honolulu.
JULY 13, SOOCHEW, British str., for Macao.
JULY 13, PU-YEW, Chinese str., for Swatow.
JULY 13, POOKHANG, British str., for Shanghai.
JULY 13, FORSEN, British str., for Tamsui.
JULY 13, FLINTSHIRE, British str., for Amoy.

PASSENGERS.

ARRIVED.

Per Felix, str., from Shanghai.—For Hong Kong.—11 Chinese. For Singapore.—Chinese. For London via Marseilles.—Lit. Geo. Paris, R.A.

Per Kong Beng, str., from Bangkok.—180 Chinese.

Per Polyphemus, str., from Hamburg, &c.—180 Chinese.

Per Sochen, str., from Pathein, &c.—Rov. Ost, and 92 Chinese.

Per Marie, str., from Haiphong.—Mr. and Mrs. Bartholin, and Mr. T. Ibs Bowler, and 26 Chinese.

For Orestes, str., from Shanghai, &c.—Messrs. McDowall, Cheung Wai Kai, Cheung Lee, Lee, Geok Tat, Lucy, and 22 Chinese.

TO DEPART.

Per Felix, str., from Haiphong.—For Singapore.—Mr. L. C. Cumberbatch. For Penang.—Mr. F. Grindal, For London.—Mr. and Mrs. Wernick, Mrs. Colyer, and two children, and Mr. F. Phillips. From Shanghai.—For Singapore.—11 Chinese. From London via Marselles.—Lieut. Geo. P. R. Forrester Hygate, and Mrs. Forrester.—Mr. W. E. G. Forrester Hygate, and Mrs. Forrester.—For London.—Miss Benoit de Yong, R. Marshall, and Mrs. L. Crawford and child.

NOTES.

The British steamer Orestes, from Shanghai 7th July, and Amoy 13th, reports bad fine weather.

The British steamer Kong Beng, from Bangkok 3rd July, reported moderate to fresh S.W. winds and dull cloudy weather, wind freighting into a strong gale, and heavy squalls, including Pao-oh to Cape Horn, and light to moderate S.W. winds and cloudy weather to the Faroe Islands, thence to port light E. in N.E. winds and fine, clear weather.

SERVICES are Conducted by REV. J. A. TURNER, in the Wesleyan MISSION ROOMS, 197, Queen's Road East, on SUNDAYS at 9.45 A.M. and 6 P.M.

Hongkong, 18th February, 1888.

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GRAND & UPRIGHT PIANOS or Sale at all the principal Music Instrument Dealers.

The following are supplied to Order:—Strings and all metal parts, in the Piano specially galvanized to resist damp, and prevent rust; and for countries where there is a difficulty in obtaining tuners. Wrapplanks in Steel are made fitted with ALIBETT'S PINS, giving the greatest guarantee for standing in tune, and tuned with a simple time-piece key.

SOLE AGENTS for India and China, L. H. RICHY, 66, Rue LAFAYETTE, PARIS, 14th

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Hongkong, 28th June, 1888.

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APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

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Hongkong, 12th March, 1888.

HONGKONG & SHANGHAIBANKING CORPORATION.

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RESERVE FUND \$3,000,000.

RESERVABILITY OF PROPIETORS \$7,500,000.

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NEW & ORIGINAL SERIAL STORY FROM THE PEN OF H. RIDDER HAGGARD.

T. JACKSON, Chief Manager.

Hongkong, 25th April, 1888.

NOTICE.

NOTICE.

INTIMATIONS.

THE NEW YORK LIFE INSURANCE

ESTABLISHED 1845.

NOTICE TO CONSIGNEES.

PUBLIC AUCTION.

THE UNDERWRITER has received instructions

to sell by Public Auction.

THIS DAY, 14TH JULY, 1888.

AT MESSRS. W. G. HUMPHREYS & CO'S

Machinery Room, Bank Buildings,

Queen's Road Central.

TO CLOSE CONSIGNMENTS.

FOR ACCOUNTS OF WHICH IT MAY CONCERN.

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FOR 1888.
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE).
COMPILED WITH APPENDIX, PLANS, &c., &c.
Royal 8vo, pp. 1,200.—\$5.00.
SMALLER EDITION, Royal 8vo, pp. 316.—\$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised, and brought up
to date, and is greatly increased in bulk.
It contains DESCRIPTIVE and STATISTICAL
ACCOUNTS of, and DIRECTORIES for,
HONGKONG—Kobu (Hyojo).
Do. Political Directory—Takao.
Do. Post Directory—Yokohama.
Do. Military Forces—Nagasaki.
MACAO—Nigata.
CHINA—Fukien.
Hokkaido.
Wahau.
Canton.
Swatow.
Amoy.
Takao.
Taiwan.
Tamsui.
Keling.
Fuchow.
Wen-chow.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiu-kiang.
Hankow.
Ichang.
Chungking.
Chao-fu.
Kiau-tin.
Peking.
Port Arthur.
Nanking.
COREA—Sion.
Jen-chuan.
Pusan.
Yonam.
JAPAN—Nagasaki.
NAVAL SQUADRONS—
British—French.
United States—German.
Japanes—Chinese Northern.
SHIPMING—Officers of the Coasting Guard Co.
T. & C. M. S. Co.—Siam.
T. & C. M. S. B. Co.—India-China S. N. Co.—British Oriental S. Co.—Dongas S. S. Co.—Mincanadas Coast China Mex. S. N. Co.—Steamers.

THE LIST OF RESIDENTS now contains
the names of
FOURTEEN THOUSAND AND FIVE HUNDRED
FIRMERS.
arranged under one Alphabet in the strictest
order, the initials as well as the surnames
being alphabetical.
The MAPS and PLANS have been mostly
re-engraved in a superior style and brought up
to date. They now consist of
FLAGS or MERCANTILE HOUSES IN CHINA.
CODE OF SIGN LANGUAGE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF MOUNTAIN DISTRICT, VICTORIA.
PLAN OF FOREIGN CONCESSIONS, SHANGAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.
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Among the other contents of the book are—
An Anglo-Chinese Calendar, Mean of Barometer
and Thermometer, Farenheit, &c.
A full Chronology of remarkable events since
the advent of foreigners to China and Japan.
A description of Chinese Festivals, Fast, &c.,
with the months which they fall.
Comparative Tables of Money, Weights, &c.
Seals of Hongkong Stamp Duties.
The Hongkong Postal Guide for 1888.
Scales of Commissions and Charges adopted by
the Chambers of Commerce of Hongkong,
Shanghai, Amoy and Nanking.
Hongkong Chair, Jinchikai, and Boat Hire.

THE APPENDIX consists of
FOUR HUNDRED PAGES—
of closely printed matter, to which reference is
constantly required by residents and those
having commercial or political relations with the
Countries embraced within the scope of the
CHRONICLE and DIRECTORY.

The Contents of the Appendix are too numerous
to be recapitulated in an Advertisement, but
will be found in the book.

TREATIES WITH CHINA—
Great Britain, 1842
Treaty, 1852
" " Chefoo, with Addition Article
Opium Convention, 1858
and all others not abrogated.

France, Treaty, 1860
Convention, 1860
" " Treaty of Commerce, 1866
Convention, 1872
United States, Treaty, 1858
Additional, 1868
Toking, 1880
Tienan, 1881
Peking, 1880
Russia, Japan, Spain, Brazil, and Peru.
TREATIES WITH JAPAN—
Great Britain
United States
Treaties with COREA
TREATIES WITH SWEDEN
TREATIES WITH ANNAM
TREATIES WITH CAMBODIA
CUSTOMS TARIFFS
Cigars—Siamese
Japanese—Corsean
Legal
Orders in Council for Government of H.B.M.—
Subjects in China and Japan, 1865, 1877,
1878, 1881, 1884, 1884, 1886, 1886.
Rules of H.B.M. Supreme and other Courts
in China and Japan
Treaty of Amity and Commerce, 1886.
Code of Civil Procedure, Hongkong
Table of Hongkong Court Fees
Admiralty Rules
Foreign Jurisdiction Act
Regulations for the Consular Courts of United
States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TAXES RECOLLECTED
China—Siam
Japan—Customs Seizure, China
Customs and Harbor Regulations for the dif-
ferent ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG—
Charter of the Colony
Rules of Legislative Council
Post Regulations
&c., &c., &c.

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BERLIN—G. H. Meissner, 111, Alexander
Street.
SAN FRANCISCO, Mr. L. P. Find, 21, Merchants'
Exchange.
NEW YORK—Mr. A. Wind, 21, Park Row.
Daily Press Office, January, 1888.

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The best Remedy for Acidity of the Stomach.
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Royal 8vo, pp. 1,200.—\$5.00.
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Wen-chow.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiu-kiang.
Hankow.
Ichang.
Chungking.
Chao-fu.
Kiau-tin.
Peking.
Port Arthur.
Nanking.
COREA—Sion.
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Pusan.
Yonam.
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T. & C. M. S. Co.—Siam.
T. & C. M. S. B. Co.—India-China S. N. Co.—British Oriental S. Co.—Dongas S. S. Co.—Mincanadas Coast China Mex. S. N. Co.—Steamers.

1888.

ESTABLISHED A.D. 1841.

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LOTIONis the safest and best cure for Prickly Heat, it
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in allaying all irritation of the skin, whether
arising from acidity or caused by the bites and
stings of insects; it is also a useful Toilet
Article for the complexion.

A. S. WATSON & CO., LIMITED,

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Hongkong, 12th July, 1888.

1888.

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Manager," and not to individuals by name.Correspondents are requested to forward their
name and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.All letters for publication should be written on one
side of the paper only.Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication,
after half hour the supply is limited.

TELEPHONE No. 12.

BIRTHS:

At Tamsui, Formosa, on the 23rd June, 1888, the
wife of NELSON E. BRYANT, I. M. Customs Service,

Son of Capt. NELSON E. BRYANT, of the U.S. Navy.

On the 28th instant, at Rice Buildings, the wife of
Captain G. HEARN, D.A.C.G. of O., prematurely,
of a daughter, stillborn.On the 28th June, 1888, at Hongkong, on the 28th
of the wife of M. E. S. PENRIVET, & a daughter, 1813.On the 15th July, at Seymour Terrace, Hongkong, the
wife of A. SHERMAN HOOKE, Hongkong Civil
Service, & a daughter, 1813.

DEATH:

At the Civil Hospital, Hongkong, on the 16th June,
WILLIAM WILKINS, late Boarding Officer, Harbour
Department.

1888.

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tation on 1,300 new houses. It will give to the Crown for sale, or for public purposes, 5 acres of land, worth, after all expenses of removal, £10,000 per acre. The lot-holders will receive £100,000, and the Government £100,000. All this will be done at the expense of the marine lot-holders, without responsibility or expense on the part of the Government as a Government, and without raising any of the many troublesome questions about relative rights, or still more troublesome claims to compensation than under other circumstances must surely arise.

I have the honour to be, Sir,

Your most obedient servant,

C. P. CHATER
Colonial Secretary.

COLONIAL SECRETARY TO HON. C. P. CHATER:
Colonial Secretary's Office.

July 13th, 1888.

Sir—I am directed by the Governor to acknowledge the receipt of your letter, dated 4th July, conveying information of the result of the recent meeting of marine lot-holders.

While the unanimity of the lot-holders is so far satisfactory, that it would render comparatively easy the carrying out of the proposed scheme of Reclamation, by means of private funds, His Excellency desires me to point out that this unanimity must not be regarded as settling the question, either as to the permission of the contemplated Reclamation, or, if it be permitted, as to the mode of carrying it out.

As mentioned in my letter of the 23rd ultimo, the lot-holders have made representations with Her Majesty's Government. These, I take it, will first of all probably depend on the advice of the Marine Engineers who may be consulted on the subject; and the judgment on the second will, no doubt, be largely influenced by legal opinions obtained with respect to the rights of the marine lot-holders.

His Excellency deems it right to repeat these emphatic representations, and to call upon Her Majesty's Government, notwithstanding the fact that some passages in your letter seem to imply inadequate appreciation of this requisite condition, but in order to produce losses from speculative land purchases made in the belief that that is certain which is by no means certain.

I am told that whatever may be the ultimate decision, the part which you have taken in initiating the project and the fact of the preliminary surveys having been at the expense of the lot-holders, will, not, of course, be omitted from consideration.

I have the honour to be, Sir,

Your most obedient servant,

FREDERICK STEWART,
Colonial Secretary.

The Hon. C. P. Chater.

HON. C. P. CHATER TO COLONIAL SECRETARY.
Hongkong, 9th July, 1888.

Sir—Referring to my letter of the 4th inst., in which I informed His Excellency the Governor of the result of the meeting of the marine lot-holders held at the City Hall, I have now to acknowledge the receipt of your reply of the 7th inst., in which, by desire of His Excellency, you point out that, although the unanimity of the marine lot-holders at that meeting was satisfactory, as holding out a prospect of the completion of the Praya Reclamation Scheme, by means of private funds, yet unanimity must not be regarded as settling the question, either as to the work to be undertaken at all, and thus it will be for the Home Government to decide if it gives permission for the work, in what manner, and by whom it shall be carried out.

You further point out that the giving of the permission will probably depend upon advice to be obtained in England from Marine Engineers, and the legal advice of the Law Officers of the Crown, and the marine lot-holders will have much influence on the determination of the mode in which the work, if permitted, will be carried out.

Will you do me the honour of informing His Excellency that I thoroughly understand that, although the Local Government and the marine lot-holders here have come to an agreement on the Praya Reclamation Scheme, have agreed as to the work being done, as to the mode in which it is to be carried out, that the work will be undertaken for its validity on the consent and approval of the Secretary of State for the Colonies, and last, any doubt should remain in the minds of the public on the point, I propose, with His Excellency's consent, to have this correspondence inserted in the public newspapers.

I cannot, however, imagine that there will be any difficulty in obtaining the cordial assent of the Law Officers of the Crown, and the marine lot-holders will have much influence on the determination of the mode in which the work, if permitted, will be carried out.

Will you do me the honour of informing His Excellency that I thoroughly understand that, although the Local Government and the marine lot-holders here have come to an agreement on the Praya Reclamation Scheme, have agreed as to the work being done, as to the mode in which it is to be carried out, that the work will be undertaken for its validity on the consent and approval of the Secretary of State for the Colonies, and last, any doubt should remain in the minds of the public on the point, I propose, with His Excellency's consent, to have this correspondence inserted in the public newspapers.

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The journey returned a verdict of accidental death.

In the middle of the fire in Queen's Road West, on the 8th instant, when the flames were at their height and the sparks falling in all directions, a little kitten fell from the second story of one of the wrecked houses and alighted safely in the middle of the road, crying bitterly. Some members of the fire brigade, on hearing the noise, stopped to look at the kitten, and I saw it run across the road, crying bitterly. Some members of the fire brigade, on hearing the noise, stopped to look at the kitten, and I saw it run across the road, crying bitterly.

The Godown Company's reclamation on the West Point, opposite the Shuthorpe House and Marine Lots Nos. 128, 177, and 182, was successfully carried out some two years ago, so much damage was done to the portion of the new Praya Wall and to where there were much stronger currents.

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The Godown Company's reclamation on the West Point, opposite the Shuthorpe House and Marine Lots Nos. 12

TOKYO.

The Mainichi Shimbun gives the following account of the new Japanese temporary Parliament house:—After various changes it has at length been decided to build the House of Assembly Building at Ushibori-cho, Nichome. The building will be two storeys in height and built of wood, the room on the right being made of the Upper House and the room on the left the Lower House, with an archway between. A room at the back of the Upper House will be used as a waiting room for H. M. the Emperor, while the other rooms will be supplied in the upper and lower stories with the Assembly room for the use of members, statesmen, visitors, &c., and for private consultation rooms, dining and cloak rooms. The assembly rooms of both houses will be on the ground floor with galleries all around for auditors in a similar manner to the Kesaikan at Kobiki-cho. The extent of the assembly rooms will each be 160 feet by 100, and those of accommodating 200 members each. The estimated outlay is \$100,000, exclusive of expenses for ornamentation, &c., but the building is guaranteed against decay for only 15 years.

TOK OHAMA.

A novelty among English inscriptions on signs, says the Japan Mail, and there are some rare things of that nature in Japan—in the following:—*Beam, Riving, Tailor*. This is intended to signify "Passenger-carriages to Nippon." We invite our readers to trace the artist's conception.

The Japan Gazette, H. R. M.'s

flock which had left Yokohama for a short cruise,

returned to that port on the 23rd June with the exception of the *Sophie*, which met with a slight mishap to her machinery, and remained behind for repairs.

The British schooner "Laurel" of which were recently attacked off the coast of Copper Island, while engaged in whaling, arrived in Yokohama on the 23rd June. The crew of 10 men were held on the 25th by Mr. J. G. Q. H. M.'s Consul. After hearing the evidence of several members of the crew and Mr. Snow, master of the vessel, Mr. Quin found that three seamen had died from wounds received on the 27th May when they were fired on by a party of men concealed behind the rocks at Copper Island, and that no attempt was made to have been made to rescue the survivors after the attack, and that from the evidence the attack appeared to have been entirely unprovoked.

Mr. Henry Norman (the *Pall Mall Gazette's* despatcher) seems to be sparing no pains to acquire a thorough insight into Japanese institutions and conditions. He has visited the courts, the prisons, the University, the principal cities and the garrison, and several industrial establishments in the capital. Yesterday he witnessed a long series of military exercises performed in the presence of the Emperor at the Toyama Military College, and subsequently he had the honour of being presented to His Imperial Majesty. The consideration thus shown by the Emperor for the Press, in the person of one of its English representatives, is a significant incident of Japanese progress.—*Japan Mail*.

For other mail news see Supplement.

INSURANCE.

GENERAL LIFE AND FIRE ASSURANCE COMPANY. The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

H. R. M. & Co. Hongkong, 1st April, 1888.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co. Hongkong, 1st January, 1882.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$60,000 on any one

FIRST-CLASS RISK at Current Rates.

GIBB, LIVINGSTON & Co. Agents, Imperial Fire Insurance Company, Hongkong, 9th May, 1881.

NORTHERN ASSURANCE COMPANY.

The Undersigned, having been appointed Agents in conjunction with Messrs. TURNER & Co. for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co. Hongkong, 8th June, 1882.

PANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co. Agents, Hongkong, 10th November, 1872.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

The Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co. Agents, Hongkong, 18th January, 1884.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (\$1,000,000).

BOARD OF DIRECTORS.

LUM SIN YANG, Eng.

BAN HUP, Eng.

YUW CHONG PENG, Eng.

CHAN LI CHOT, Eng.

Q. HOI CHUNE, Eng.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contingent Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOOLIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881.

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THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

The Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurance as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding \$25,000, at reduced rates.

ROLLING, WISE & Co. Hongkong, 25th July, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$65,000, on first-class risks at current rates.

MELCHERS & Co. Agents, Hongkong, 27th March, 1876.

[18]

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co. Agents, Hongkong, 16th July, 1887.

[19]

BUSINESS ANNOUNCEMENTS.

THE DISEASES OF TROPICAL CLIMATES and their Treatment.

In a paper recently sent by J. A. B. Hunter, Esq., M.D., F.R.G.S., the author writes:—"There is a very agreeable aperientive Salvia purgativa, which is a most important medicine in the treatment of all Malaria cases, especially when the disease is not accompanied by fever, and is particularly useful in the Tropics, where it is a common ailment for every family residing in the Tropics."

LADY DOROTHY EVERTING SALINE is a powerful and safe aperientive, and a valuable adjunct for preventing the effects of the more powerful purgatives. With men who are accustomed to it.

HARD DRINKING & KEEPING UP LATE at night, and the like vices will be found an execrable TADE MECOM, which should be used every evening to relieve the intestine and other abdominal organs and give more life and vivacity to the system.

An old Indian Statesman writes:—"Take the first thing in the morning after a restful night due to hard, mosquito-infested sleep, a draught of water, and a cup of Cholera and most diseases incident to Tropical life, and is most efficacious. If FEVER of any kind, take a draught of water, and a cup of Senna, Liver, and Kidney Decoction, Vomiting and Skin-Sore, Constitution, Indigestion, Heartburn, Feverish Colic, Bright's or Skin Complaints, &c., &c."

"NO OTHER MEDICINE REQUIRED."

Mr. Young writes:—"For 15 years I have taken it every evening, and during the whole of that time have NEVER TAKEN ANY OTHER MEDICINE NOR MADE DOCTOR."

"IT SAVED MY LIFE," says the *Japan Gazette*, H. R. M.'s flock which had left Yokohama for a short cruise, returned to that port on the 23rd June with the exception of the *Sophie*, which met with a slight mishap to her machinery, and remained behind for repairs.

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For other mail news see Supplement.

NOTICES OF FIRMS.

NOTICE.

I HAVE this Day established myself in this Colony as a CIVIL ENGINEER & ARCHITECT and SURVEYOR.

A. D. DENISON, A. M. Inst. C.E.

61, Queen's Road Central.

Hongkong, 2nd July, 1888. [1254]

TO BE LET.

MOUNT KELLET.

BED OR UNFURNISHED.

APPLY TO

EDWARD SCHELLHAAS & Co.

Hongkong, 13th July, 1888. [1319]

TO BE LET.

WITH IMMEDIATE POSSESSION.

DESIRABLE HOUSES in Chine Road, West End Terrace, opposite to Ross Villas.

Apply to

SPANISH PROCURATION.

No. 14, Chine Road.

Hongkong, 10th July, 1888. [912]

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE.

Apply to

DAVID SASOON, SONS & Co.

Hongkong, 13th July, 1888. [144]

TO LET.

AFGHAN.

Captain Roy, will be despatched about

TO-DAY, the 14th inst., at 4 P.M.

Passengers for Europe desiring to proceed

on their passage, apply to

GIBB, LIVINGSTON & Co.

Hongkong, 12th July, 1888. [1311]

TO LET.

DESIDERABLE COAL GODOWNS, 23

Pray East.

FROM 1ST MAY, 1888.

Apply to

LINSTEAD & DAVIS.

Hongkong, 12th April, 1888. [734]

TO LET.

FOR SWATOW, AMOY, AND

TAIWANFOO.

THE Company's Steamship

THAIAH.

Captain Hunter, will be despatched about

TO-DAY, the 14th inst., at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LA PRAIRIE & Co.

Hongkong, 12th July, 1888. [1321]

TO LET.

FOR SWATOW, AMOY, AND

TAIWANFOO.

THE Company's Steamship

KEIVA.

will leave for the above places on MONDAY,

the 16th instant, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 9th June, 1888. [130]

TO LET.

SMALL EUROPEAN HOUSE at Wan-

chai and GODOWNS 50d and 61 and

52, PRAY EAST.

Apply to

LINSTEAD & DAVIS.

Hongkong, 1st June, 1888. [1048]

TO LET.

FOR SYDNEY, MELBOURNE, AND

ADELAIDE.

THE Company's Steamship

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate

RATES, in First-class GODOWNS.

STORY CARGOES discharged on

favorable terms.

Also Entire GODOWNS to LET.

Apply to

MEYER & Co.

Hongkong, 2nd July, 1888. [124]

TO BE LET.

A WELL FURNISHED HOUSE,

A PORTION of BEACONFIELD ACADEMY,

BREEZY POINT, immediate Possession.

BEECHWOOD, BRIGHTON.

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, SATURDAY, JULY 14th, 1888.

THE PRAYA RECLAMATION SCHEME.

Writing on the Praya Reclamation scheme a few days ago, we quoted the Governor's remark that if the scheme was sanctioned on the terms proposed the marine lot-holders would obtain the reclamation in front of their lots, not as a matter of right, but simply as a privilege, the concession of which happens to be convenient. On this we said that as a matter of law the position taken up by His Excellency was unassailable. It is, however, equally undeniable that the marine lot-holders would be entitled to compensation for the loss of their water frontage if the scheme were carried out by the Government on account of the public. But it has been argued that there would be no depreciation in the value of the existing marine lots when they became inland lots, and that therefore the amount of compensation to which the owners would be entitled would be nil. Following this line of argument, the conclusion has been arrived at in some quarters that to allow the lot-holders to make the reclamation would be equivalent to making them a present of something over five million dollars. This, it is contended, is unjust, and that the colony as a whole ought to enjoy the benefits of the reclamation, whatever they may be.

From the view set out in the preceding paragraph we dissent *in toto*. The scheme is a large speculation. Of the favourable result of the speculation we have no doubt; but the Government goes beyond its proper functions when it enters on speculative enterprises. It is by no means certain, though extremely probable, that the profit from the reclamation will be as large as has been estimated, nor that the value of the present marine lots will not be greatly depreciated. Even among the marine lot-holders themselves there are some who dissent from the scheme, believing that the enterprise would be unprofitable to them. These, it is true, are a very small minority. The vast bulk of the lot-holders are anxious and willing to take the risk of the enterprise. It is not difficult to foretell what the lot-holders will be allowed to carry out the scheme, to their own very great profit as we believe, and certainly to the benefit of the colony, which, under the scheme proposed, has much to gain and nothing to lose. We will obtain, for nothing, a magnificent roadway wide enough to allow of the much needed improvement in communication by the establishment of tramways, a praya with a deep water frontage, relief from over-crowding, and the disappearance of a populous foreshore at present inimical to the health of the colony. It is true all these advantages would equally be assured if the work were carried out on account of the Government, but in that case there would be attached to them the risk of the enterprise ending in a financial loss. Remote as this risk is, it nevertheless has an actual existence. The colony would have to borrow money to reclaim land which it would hope to sell at a profit. If the hope were not realised, the rates would have to be increased to pay the interest on the loan. It may be said that it is more than a hope, that it is a certainty; and so it is for the most part looked upon by those on the spot, but the home Government may very fairly ask what guarantees there is that the influx of population that has been going on of late years will continue. Periods of depression have been experienced before and may be experienced again. To come back to the point from which we started, the business is unmistakably of a speculative character, and the home Government will not sanction speculations with public funds, any more than a court of law would sanction speculation with trust funds.

There is another aspect of the question which deserves more consideration than it has received. His Excellency says the profit is likely to be far larger than would be the compensation awarded by arbitrators to the existing owners of frontage for the loss of that frontage and the conversion of their marine lots into inland lots. It is interesting to see what amount of compensation has actually been awarded under identical circumstances. A case in point is that of *Wixwys v. the Attorney-General of the Straits Settlements*. We brought the judgment of the Privy Council in this case, and its bearing on the Praya reclamation scheme, to the notice of our readers some months ago, but may be permitted to refer to it again. The plaintiff was the lessor, not the owner, of property at Penang, in front of which a reclamation was made. He claimed damages for the loss of his water frontage and succeeded in his action in the first instance, again when it was carried by the Government before the Court of Appeal of the Straits Settlements, and again on final appeal to the Privy Council, it being held that the plaintiff by virtue of his tenement had the same right of access to the sea as a riparian proprietor had in respect to a tidal river. Mr. Wixwys was the lessee of a plot of land, the term of the leasebeing six years with right of renewal for another six years, and the rental \$145 per month. He claimed \$40,000 for the loss of his water frontage, and was awarded \$35,000—over \$14,000 more than the whole of his rent for the twelve years he would have amounted to, more in fact than the value of the land estimated at twenty years' purchase. How the sum, which certainly appears remarkable, was arrived at, we do not know, but it may well give the Government cause to pause before it places itself in a position to have similar claims for compensation made upon it. Supposing the reclamation scheme were carried out by the Government, and that, as is anticipated, the price of land on the existing praya retained its present level, it does not follow that the parties interested would not be able to recover compensation. The selling value of land may be affected by many causes. What the parties would claim for would not be damages based on a calculation of the difference between present and former values, but for the loss of their right of access to the sea, which is a kind of right for which any Court or any board of arbitrators would certainly be found willing to award very substantial damages. Under the present scheme the lot-holders will be liable for damages to their lessees, which will doubtless in many cases materially diminish their profit; if the Government carried out the scheme and were made liable to both owners and lessees there would, we imagine, be very little of the gift left. That the lot-holders will, after all deductions, make a very handsome profit indeed out of the reclamation there can be little doubt, but it does not follow that the Government could make a similar profit, as it is like the lot-holders, control over the leasing, etc., of the existing marine lots, and it would therefore incur risks against which the latter can to a greater or less extent protect themselves. A man may, if he likes, shut out his own light, but if he shuts out somebody else's he will find he will have to pay for it. The Go-

vernment is in a similar position: it would be depriving itself of its own water frontage, but depriving other people of theirs. The parties who are unfortunate enough to have to use water from Glenealy must have been gratified with the result of the recent inspection. The night soil in the neighbourhood of the stream having been all removed, and everything made nice and clean, the Inspector was sent to examine the gathering area. His report was to the effect that there was no present pollution, but that there was a possibility of it. The question now is whether the possibility is to be allowed to continue, or whether we are to remain exposed to an outbreak of epidemic disease from time to time as the pollution passes from the region of possibility to that of actuality.

THE OPIUM TRADE IN CHINA.

The Chinese Foreign Customs Report for last year contains numerous references to the opium trade, and the effect on it of the regulation made under the Additional Article of the Chefoo Convention. Mr. White, the Commissioner at Canton, says that the importation of the drug in foreign vessels at that port showed a steady decline year by year until in 1882 the amount only reached 17 piculs. During the Franco-Chinese hostilities the amount advanced, and in 1884 reached 8,000 piculs. In 1886 there was a decline to 1,070 piculs. "The reason for the preference shown to native vessels," says Mr. White, "is not far to seek: low freight and low duty formed a tempting bait to native merchants, who were content to run the risks of a shore voyage rather than pay higher rates and obtain insurance, with the disadvantage of being called upon to pay the tariff duty. These disadvantages now no longer obtain, and the result is plainly shown by the fact that during the eleven months commencing on the 1st February and ending on the 31st December the importation amounted to 7,657.63 piculs. The Chinese taxation is not, to my thinking, by any means the largest factor to be taken account of in prognosticating the future of the Indian opium trade. On all sides I am told that while opium consumption is increasing in Western China, the use of Indian drug is becoming more and more confined to the rich, and the old. The smokers of the young generation, brought up on native drug, are accustomed to its flavour. The superiority of Indian is either unknown to them or they do not care to pay for it. Total abolition of Chinese taxes would not bring Indian opium to the price of native, not even if China handicaps her own drug by imposing on it heavier duties than it now pays. India does not for years produce opium of better quality, but its relative superiority tends to the trader, and go far towards the repression of smuggling." With regard to piece goods, Mr. White points out, as mentioned in our article of yesterday, that more cargo is now being carried by junks than formerly; with opium the contrary is the case, as was to be expected. Mr. White speaks of the smuggling of opium which formerly went on, and says:—"The network of water which connects the provinces with the sea rendered smuggling impossible of detection, whilst two free ports—Hongkong and Macao—situated almost at the entrance of the Canton main river, from which operations could be conducted unchecked, the imports so that the consumption must be entirely of native opium. From all the Northern ports comes the same tale of competition by the native drug, which is steadily making way. It must therefore be anticipated that the foreign import will show a gradual falling off. It is, as Mr. Besson says, not by taxation, but by the competition of the native article that the Indian opium trade with China is chiefly threatened."

Government in the ratification and enforcement of the terms of the Convention. At any rate, it is easy to see, even within the narrow limits of the Treaty port and its immediate neighbourhood, that there has been given a stimulus to the spread of appreciation and consumption of opium generally, such as is likely to afford more satisfaction to the trader than the philanthropist." At Ningpo the value of the opium imported has decreased from HK. Tls. 3,000,000 to HK. Tls. 1,600,000 owing to the trade of the Northern part of the province being diverted to Shanghai, whereas formerly no opium was allowed to enter Chekiang, province except through Ningpo. At Shanghai the total importations—38,202 chests—were 2,664 chests short of the previous year, but the quantities landed for local consumption were in excess of 8,502 chests. Mr. Novick, in his Chinkiang report, mentions that in consequence of the increase in the price of foreign opium since the collection of the new leikin by the Customs, the retail dealers have adopted the practice of mixing native with foreign opium, which must in time cause serious harm to the foreign opium trade, to the benefit of the native drug. Wuhu lost and Kinkiang gained by the equalisation of the leikin. At Hankow there has not been much change, but Mr. Besson, the Commissioner, makes the following interesting remarks on the composition of the native drug:—"The Chinese taxation is not, to my thinking, by any means the largest factor to be taken account of in prognosticating the future of the Indian opium trade. On all sides I am told that while opium consumption is increasing in Western China, the use of Indian drug is becoming more and more confined to the rich, and the old. The smokers of the young generation, brought up on native drug, are accustomed to its flavour. The superiority of Indian is either unknown to them or they do not care to pay for it. Total abolition of Chinese taxes would not bring Indian opium to the price of native, not even if China handicaps her own drug by imposing on it heavier duties than it now pays. India does not for years produce opium of better quality, but its relative superiority tends to the trader, and go far towards the repression of smuggling." With regard to piece goods, Mr. White points out, as mentioned in our article of yesterday, that more cargo is now being carried by junks than formerly; with opium the contrary is the case, as was to be expected. Mr. White speaks of the smuggling of opium which formerly went on, and says:—"The network of water which connects the provinces with the sea rendered smuggling impossible of detection, whilst two free ports—Hongkong and Macao—situated almost at the entrance of the Canton main river, from which operations could be conducted unchecked, the imports so that the consumption must be entirely of native opium. From all the Northern ports comes the same tale of competition by the native drug, which is steadily making way. It must therefore be anticipated that the foreign import will show a gradual falling off. It is, as Mr. Besson says, not by taxation, but by the competition of the native article that the Indian opium trade with China is chiefly threatened."

THE MORTALITY IN HONGKONG.

The mortality statistics for the six months ended 20th June last show that the public health of the Colony is in a truly lamentable state. In the British and foreign community, composed chiefly of well-to-do persons in the prime of life, the proportion of aged persons and children being small, the death rate is not less than 38.2 per thousand per annum. The weekly returns vary from 97.4 for the week ending 7th May and 94.5 for the weeks ending 5th May and 19th May. Last week the rate was 30.5. In the early part of the year small-pox was chiefly responsible for the high mortality; latterly cholera has been the scourge. So far we suppose that the death rate of 38.2 was to become normal Hongkong would merit the reputation it possessed in the old days of being one of the most unhealthy places in Her Majesty's dominions. The figures are the more alarming inasmuch as for last year, too, although not so high as those for the first six months of the present year, were more than 80 per cent, higher than the average for the previous ten years. During the decade 1877 to 1886 the death rate for the British and foreign community had only once been above 20 per thousand, namely, in 1883, when it was 20.90. In 1882 it was as low as 15.75, considerably less than half of what it now is. It is possible that some of the difference may be accounted for by statistical errors, that the calculation is now based on too low an estimate of the population, and in former years the army and navy seem to have been included in the calculation, whereas now the rate is calculated only on the estimated number of the civil population. The death rate for all public minded men to face these bold and, while avoiding exaggeration and panic, to do all that lies in his power to bring about a change for the better. But even from a purely commercial point of view the figures would not alter the fact that the health of the British and foreign community has of late undergone a marked deterioration. With such a population as we have a death rate of 20 per cent, ought to be considered high. The present rate is nearly double that figure.

If we turn to the figures for the Chinese population we find the death rate for the first six months of the present year to be 31 per thousand per annum, which, though high, is under the average of the previous ten years. Last year, when the death rate for the European community showed such an alarming advance, the rate for the Chinese community showed an improvement, being 28.3 as against 32.56 in 1886. Formerly the European death rate used always to be far below the Chinese rate. This relation was reversed for the first time in 1887, when the European rate was 33.6 against the Chinese 28.8. For the decade 1877 to 1886 the average death rate among the Chinese was 29.4. Whatever, therefore, the conditions may be which have caused the increase of deaths amongst Europeans, they have not materially affected the Chinese, for even with carefully handling notes to make a mistake in their value, and although one dollar note can generally be recognised by their litho condition, clean ones are occasionally met with, unless the figures be looked at, might on a cursory glance be taken for \$10 notes. Supposing, however, that it was a \$10 note, it does not necessarily follow that that was the note delivered to the coolie. The porter might have kept the \$10 note, and given the coolie a one dollar note. From the time that the note left Mr. Potts's hands, there is simply the word of the porter against that of the coolies, with the exception of the evidence of the chain coolie, who says the porter opened the note and looked at it, whereas the porter says he did nothing of the kind. This coolie says he recognised the note as a \$10 one by its appearance, but there is a circumstance which is worthy of mention in this connection, namely, that the porter was sent out to find the chain coolie when the case was going on, and he did therefore every opportunity of instructing him what to say. If we assume that the porter gave him any information at all, it would naturally be to the effect that he was to swear the note was a \$10 one; the remark as to the defen-

sighted degree responsible." For this grossly exaggerated nature of the coolie's own strength, as he thought, the ease for the side on which he was, giving evidence. We do not say there is any ground of suspicion against the porter, but there was certainly sufficient doubt in the case to justify the acquittal of the accused. The Magistrate, however, convicted one of them and sentenced him to two months' imprisonment. We are inclined to think the real fact is that Mr. Potts was mistaken in thinking that the Porter was a native of the city, and he was not, until half-an-hour afterwards. To give the Porter a \$10 note, assuming however, that he was not mistaken, and that the Porter gave to the coolie the identical note he received from Mr. Potts, it would be setting up altogether too high a standard of morality to expect the coolie to return change unless they were asked for it, which they were not, until half-an-hour afterwards.

Having indulged in sensationalism as long as it was desired, it is for its interest to do so. That line has now been put to the test of experience and is found to be at once a great success and a beneficial effect by inducing measures to prevent the recurrence of a similar wave of sickness; but for a journal to attempt to make sensational capital out of it by gross exaggeration is little short of criminal. Having done so, the next step is to expose it out and independents of public support, of which he received almost the smallest possible amount. That line has now been put to the test of experience and is found to be at once a great success and a beneficial effect by inducing measures to prevent the recurrence of a similar wave of sickness; but for a journal to attempt to make sensational capital out of it by gross exaggeration is little short of criminal. Having done so, the next step is to expose it out and independents of public support, of which he received almost the smallest possible amount. That line has now been put to the test of experience and is found to be at once a great success and a beneficial effect by inducing measures to prevent the recurrence of a similar wave of sickness; but for a journal to attempt to make sensational capital out of it by gross exaggeration is little short of criminal.

possible to run a tramway along Queen's road, that thoroughfare is undoubtedly narrow for the purpose, and the traffic would be carried on under difficulties. There is one reason why it was well the project should be held over; another reason is that it is a matter of some consequence that the line should run along the principal street of the city, and when the reclamation is completed Queen's road will no longer hold that position, the principal street will then be the one on the line of the present Project. It will be remembered that the attempt to build a tramway in 1882 did not prove a success, and the high level tramway line approved by the Ordinance had it not been for the fall of the other, the other line was not built. The Sanitary Board, which at that time had no power to lay out roads, was unable to get the Ordnance to give it the power, and the Sanitary Board, which was not generally admitted, and were an attempt made to do so, the Sanitary Board was published on the 5th July, which opened as follows:—"The number of sudden deaths which are daily occurring, preceded by vomiting and purging, renders it certain that whatever may be the cause of the note, we have prevalent among us a most dangerous disease of a choleric character. The offence could not come under the head of larceny, because it was not committed in the course of a robbery, and the note was not taken by force or violence. 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